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LOSS OF THE HARRIET LANE.

The U. S. Navy Department has received the following from Com. Farragut:

FLAG-SHIP HARTFORD, }

NEW ORLEANS, Jan. 29, 1863. }

Sir: I herewith enclose the report of Acting Master J. A. Hannum, of the Harriet Lane, by which you will perceive the exaggerations which have been circulated concerning the defence of that vessel; also, the pusillanimous conduct of the officer who accompanied the flag of truce, and corroborated to Lieut. Com. Law the enemy's statement, that all the officers and crew of the Harriet Lane had perished, save some ten or fifteen persons; whereas there were scarcely that number of killed and wounded. I take it for granted that of the nine slightly wounded the greater part amounted to nothing, so that the testimony of the rebel pilot was very near the truth when he said five-killed and six or eight wounded.

I cannot think but that for the death of Com. Wainwright and Lieut. Com. Lee, the vessel could not have been captured. It is difficult, however, to conceive a more pusillanimous surrender of a vessel to an enemy already in our power, than occurred in the case of the Harriet Lane.

Very respectfully, your obedient servant,
D. G. FARRAGUT, Rear Admiral.
Hon. GIDEON WELLES, Secretary of the Navy.

U. S. CONGRESS.—In the Senate, yesterday, the military committee reported adversely on the bill for the construction of a submarine cable, and asked to be discharged from the consideration of the New York air-line railway scheme. The bill providing for the removal of the Winnebago Indians, was passed. The national currency bill was amended and discussed, several Senators participating in the debate.—It is expected that the vote on the bill will be taken to-day. In the House of Representatives, a joint resolution was offered appropriating ten thousand dollars to facilitate the representation of the United States in the agricultural exhibition at Hamburg. The bill providing for a temporary government for the Territory of Colorado, was passed. After passing several bills relating to the District of Columbia, the naval appropriation bill was taken up, and was under consideration until adjournment.

The Victoria (British Columbia) Chronicle, of the 4th, says a commodore of the Confederate States navy arrived there a month ago, and endeavored to purchase the British steamer Thames, ostensibly for the Mexican coast trade. That paper believed the design was a privateering enterprise. The commodore would have succeeded but for the want of sufficient means.

Sailed from San Francisco, Feb. 7th, steamer Constitution, for Panama, with one hundred and fifteen passengers, and \$1,900,000 in treasure for New York, and \$970,000 for England. It is supposed that nearly \$1,000,000 of the former amount went to government account, it being specie which accumulated at the Sub-Treasury.

The Washington correspondent of the New York Commercial Advertiser says that some adherents of the Administration "are beginning to talk about the organization of a conservative Republican party that is to support the Administration against radical influences.

SINKING OF THE ELLA WARLEY.—It was stated yesterday that the steamship Ella Warley, bound to Havana, from New York, was sunk on Monday night near Sandy Hook, in consequence of a collision with the steamship North Star, from New Orleans. The E. W. was formerly the Isabel, built at Baltimore in 1848, and ran between Charleston and Havana. On the breaking out of the war, she made several successful trips between Nassau and Charleston, and was eventually captured by the steamship Santiago de Cuba, and brought to New York and sold, and purchased by Perugilo & Vining. The North Star lost her steam and is leaking badly. The cargo of the steamer Ella Warley lost is valued at \$175,000, besides which Adams & Co. had \$5,000, and a passenger had \$8,000 in gold aboard. Shelves in seven fathoms of water. There were about forty ladies and children among the passengers. These were awakened from sleep by the collision, and were removed to the North Star in a destitute condition. The first assistant engineer and four firemen, who were in the engine room at the time of the accident, are lost. The Ella Warley sank in about 25 minutes.

The U. S. Navy Department has received the official report of the passage of the iron-clad Queen of the West past the Confederate batteries at Vicksburg. It appears that the vessel, although struck a number of times, and on fire once, was not materially damaged. Since passing the batteries, it is reported through other sources that she has destroyed three Confederate transports, laden with provisions for the army at Vicksburg.

Hon. John Conness, just elected U. S. Senator from California, to succeed Mr. Latham, dem., was formerly a Douglas democrat, and latterly a member of the Union party. It is said the feud between the friends of Congressman Phelps and Mr. Sargent prevented the election of a Senator of republican antecedents, in accordance with the political bias of a large majority of the legislature.

The N. Y. Tribune denounces the order of General Banks, made in pursuance of the emancipation proclamation.

The Joint Committee upon the Conduct of the war is prosecuting with vigor and effect the inquiry into the insubordinate influences which persuaded from the President a countermanded of Gen. Burdside's order to cross the Rappahannock and renew the Fredericksburg fight.

Rev. T. S. Bacon, lately appointed Rector of Christ Church, in New Orleans, has addressed a letter "to the members of the Protestant Episcopal Church in the diocese of Louisiana," in which he advises a return to the fellowship of the church in the United States.

A dispatch from Washington says that the reported rejection by the government of mediation proposals, supposed to have been made by France, is unfounded, as no such propositions have yet been received.

The British bark Springwood, from London, arrived at New York, yesterday, in charge of a prize crew from the gunboat Sonora.

The report of the Committee of the Senate, on the Banks Expedition, implicates several citizens of Baltimore in frauds upon the Government. The following, relating to one of the implicated persons is a specimen:—

"Among the extraordinary developments of this investigation are the facts relating to one Charles Coblens, of Baltimore, Md., in whose business relations with the government, fraud, bribery and perjury struggled for the most prominent place. This Mr. Coblens is a Prussian by birth, an Israelite by descent, a pedler and horse jockey by profession. He is wholly unfamiliar with commercial pursuits, aside from the selling of Yankee notions at retail, and trading horses by the head, and he testifies that he can neither read nor write English. He admits that he has already refunded \$1,500 to the government which had been fraudulently obtained upon sales of horses by bribing the inspector; that he bribed three of the clerks in Col. Belger's office, and that he had some connection with a sale of damaged corn to the government. He appeared before the committee as an extensive ship owner, and would now seem to be a very wealthy person, rejoicing in the possession, in whole or in part of ten (10) steamers, three barges and eighty acres of valuable land in the vicinity of Baltimore, though but a few months ago he was comparatively a poor man."

Mr. Wendell Phillips declares the destruction of slavery the only thing to be fought for. That granted, nothing else is wanted. He says: "I would accept any thing on an anti slavery basis. I would accept separation; I would accept compromise; I would accept disunion; I would accept peace, and pay the whole Confederate debt at par, on an anti-slavery basis."

The Boston Evening Traveller states that "the leading colored citizens of this vicinity are not very well pleased with the proposition to raise a colored regiment with only white officers, and the movement will not be much aided by them."

Mr. Harry Connelly, a well-known citizen of Philadelphia, was found drowned on Tuesday, in the Delaware, at the foot of Christian street.

Somebody said the other day that a stick thrown at a dog, in front of a Washington hotel, hit five Brigadier Generals!

The Charleston papers announce the death of Hon. Laurens Pinckney, of South Carolina.

The correspondence called for by the U. S. Senate in relation to any offer by the French government looking towards mediation or arbitration may be communicated in secret session. It is probable that the communication amounts only to an inquiry whether the government will receive an offer of mediation, or any suggestion in favor of a Convention of States, or a joint commission representing the Federal and Confederate States, for the purpose of a pacification of the country.

On Tuesday Col. Wyndham returned from his last trip. With a considerable cavalry force he scoured the country from Fairfax to Salem and the Blue Ridge at Manassas Gap, east as far as Snicker's Gap, and back to Fairfax Court House, via Leesburg. On this occasion he found no traces of Confederates in arms anywhere on his trip.